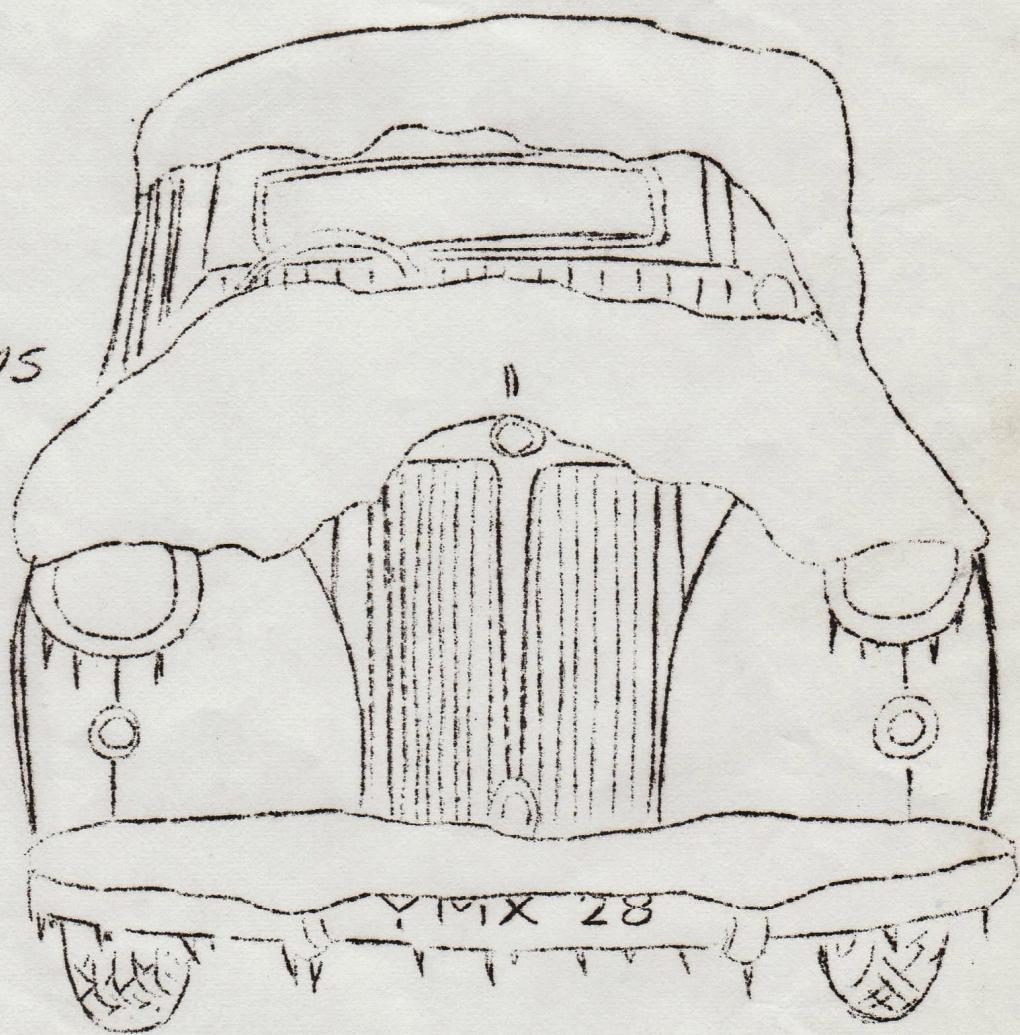


FLOWER ~ POWER

CHRISTMAS
1975



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MERRY
CHRISTMAS
TO
ONE
AND
ALL



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Greetings from your new Committee for 1976.
(as elected at the AGM at Burford, Oct. 75)

Chairman	D. Goodyear 22. Hayes Close, Newtoen, Bristol
Vice Chairman	T.C.Mills } 33, Woodside Road, Kingswood,
Secretary	Mrs.E.Mills } Bristol.
Rally Sec.	R.Varney 32, Mackie Road, Filton, Bristol.
Treasurer	E.Berry I3, The Greenway, Fishponds, Bristol.
Ord.Member 1	M.Bath 3, King Edward Rd., Walthamstow, London E17
Ord.Member 2	R.R.Bussell Flat I, 347 Springfield Rd. Chelmsford.

Ex. Officio (appointed by the Committee)

Magazine Editor	R.B.Bussell Pinnocks, New Rd., Tadley, Basingstoke.
Spares Sec	T.C.Mills as above
Social Sec	D.Goodyear as above

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A Letter From The Chairman.....

Dear Members,

Thank you all for your letters and information over the past year. Although some of the information on spares we thankfully knew, most of it we did not. All suggestions and addresses are being looked into.

I would like to start a column in 'Flower-Power' giving helpful tips so that all can benefit. Thus if in the past you have found any novel ways of getting round awkward jobs or problems on the Mayflower please let me know and include a diagram if appropriate. In this way you will help us to keep the newsletter interesting and useful. Take for instance the case that happened to me on my way home from work. Suddenly my door flew open, and how an overtaking Rover missed it I shall never know. No matter how I tried it would not stay closed. It turned out that the lock mechanism was completely dry and full of dirt. To get at it the door panel has to be removed and the window wound right up. Have you checked yours lately?

On the subject of spares which the club purchases on your behalf for resale to you, any small profit being ploughed back into more spares, you will appreciate that the major difficulty is working capital. In the past we have sent spares in advance of payment, but I regret to have to tell you that the odd member has let us down, despite reminders. We have thus decided that in members interests we must operate on a 'cash-with-order' basis in the future.

Incidentally, if anyone has any ideas for fund raising, let me know.

To close on a happier note, I would like to wish you all, and your families a Merry Christmas and a Happy New Year.

Yours sincerely

Derek Goodyear

Dec. 1975
Bristol

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STOP PRESS.

Have you paid your sub yet if it is due?

Mr. Richard Hewett of 192, Langley Way, West Wickham, Kent. Telephone 017775745. Car to be given away.

I humbly apologise for all the things I have forgotten, and resolve to do better in 1976! (Ed).

Editors Piece.

Since our last issue your Officers have been doing a lot of admin. work, some of the results of which you will see in the following pages. Not the least of these tasks was the organisation of our first AGM, at Burford in the Cotswolds. The Committee was quite pleased with the turnout, appreciating the difficulties of the more far flung members. As it was we mustered 17 members plus 12 visitors. The meeting was held in the Royal Oak in Witney Street and mine host Mr. Austin did us proud with plenty of heating and a fine tea of sandwiches and hot sausage rolls. His beer is pretty good too, especially the Wadsworths 6X ! If you pass that way at opening time, call in.

We hope you find our first Christmas issue enjoyable, having tried to include something for the whole family. For the colours on my wintry cover we have to thank the Bristol contingent and their youngsters. If anyone feels that we should stick to dry technical stuff in this magazine, I do not wish to know!!!

You should know that previous issues have been typed onto stencil by a dear lady in Bristol. This time as an experiment I have gone direct on to stencil myself. As this is a one finger exercise bear with me for any errors which I have failed to notice and correct. I really should learn to type properly!

Merry Christmas and Happy New Year to you all.....Roy Bussell

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Hon Sec's Corner

You should receive with this issue a copy of the minutes of the AGM plus a copy of the Constitution as adopted. Please keep these safely as to save expensive paper I do not want to have to circulate new copies to everyone prior to the next AGM.

Under the Constitution subs. will now be payable on 1st. April. This means that some of us will pay twice this year, i.e. when our sub. becomes due under the old system of a year from the date of joining and again on 1st. April. Except it is proposed to 'let off' those whose sub. would have been due during February and March 1976. We hope those who get 'caught' will not take it too hard, (It is the luck of the draw!) In future years subs. being due all at the same time will make life much easier for the Committee.

Please remember to enclose an S.A.E. in any correspondence to Club Officers if you require an answer--most of the officials are not claiming postage expenses although I tell them they should.

Eileen Mills

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Rally Sec's Notice Board.

The Committee, on your behalf, have accepted an invitation to join in the Standard Triumph International Rally (S.T.I.R.), to be held on Sunday June 20th at Weston Park, Shifnal, Shropshire. We felt it would be a marvellous opportunity to join with other Standard/Triumph clubs, not only to meet their members but to bring together nearly every model produced by Standard/Triumph through the years. I hope you will all agree that it is a chance too good to miss, so please make a note of the date and make every effort to be at Weston Park. More details nearer the day. We, as a Club, have been asked to organise the 'Distance Award', - I will be looking for about six helpers, any volunteers please contact me.

In addition to S.T.I.R. we have had many requests to hold a rally of our own again next year, so plans are under way. As Shifnal is pretty far up the country this will probably be nearer the South.

It may interest members to know that I have started a Register of our cars, mainly to track down and keep a record of as many remaining 'Flowers as possible. To make the Register as comprehensive as possible may I ask all of you to help me, by sending details of any non-members cars and any you may come across in your travels, or visits to your local scrapyard.

Rally Sec's Notice Board cont.

Details required are:-

Commission No.	Registration No.
Colour) Whether original or renovated	
Interior) Present Owner	When acquired
Number of previous owners	
Modifications	
Whether scrapped for spares or non-runner.	

I already have most of the info. on members cars, but items such as previous owners are not available. Your help will be much appreciated.

To date I have recorded the whereabouts of IO2 'Flowers-so there must be many more still around somewhere, I hope!!!

Will the following members kindly let me have the commission Nos. of their vehicles. This can be found either in the log book or on the plate above the windscreen wiper motor in the engine compartment; -

Membership Nos. IO, I5, 23, 28, 38, 39(2), 40, 4I, 45, 54, 63, 8I, 85.
Thank you-in anticipation.

Events for your Diary (more detail will be given as and when available)

April 19th.	Easter Monday Vale of Evesham Run
June 20th.	Standard Triumph International Rally
July	Proposed rally with Razoredge Owners Club
August	Proposed visit to Triumph factory (if it can be arranged)
September	Mayflower Second National Rally

Also during the season we hope to arrange regional 'gatherings' (N,S,E or W). If anyone in the regions would care to organise one, I will be pleased to hear from them.

Reg Varney

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SPARES	SPARES	SPARES	SPARES	SPARES	SPARES
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We are indebted to Mr. R.L.Jenkins of Youngsbury, Wadesmill, Ware, Herts. for the following alternatives and wrinkles, all for a Mayflower.

Small end bushes GLACIER S4537L Bedford (Std) Manufactured by A.E.Auto Parts, Bradford, England.

Valve Spring Terrys. 45I 543 Fiat I200, I100, I03D, I03H
I958 I set of 8 pairs, use appropriate size.

Ex. Valves Tranco. Triumph XB 2595 ex. High Chrome Silicon.
Manufactured by Farnborough Engineering Co. Ltd.,
Farnborough, Orpington, Kent, BR6 7AT

Speedo Cable complete Late 50's, early 60's Hillman Minx NOT Superminx

Brake Shoes 1973 Vauxhall Viva? model with Lockheed brakes on one axle and Girling on the other. Take old shoes as pattern.

Distributor complete Morris Minor I000. Can be made to fit with small amount of work. Remove old dist. locking plate Minor dist. will then fit straight in. Change plug leads to new cap. Purchase or find old brake bleeding nipple, hacksaw off short length of the threaded end containing the ball valve. Drill and tap a hole in inlet manifold just below carb. Solder short length of copper tube to nipple then screw in to manifold. Plastic tube onto copper pipe completes vacuum pipe.

Water Pump Gland Washer. I was told by my local Triumph Spares Dept. that a Triumph Herald one would fit.....it did.

Tappet Adjusting Bolts. Triumph dealers. Eyles and Coxeters Ltd., London Rd. Headington, Oxford, obtained these for me from Standard

